

# BookletChart™

## Anacortes to Skagit Bay

NOAA Chart 18427

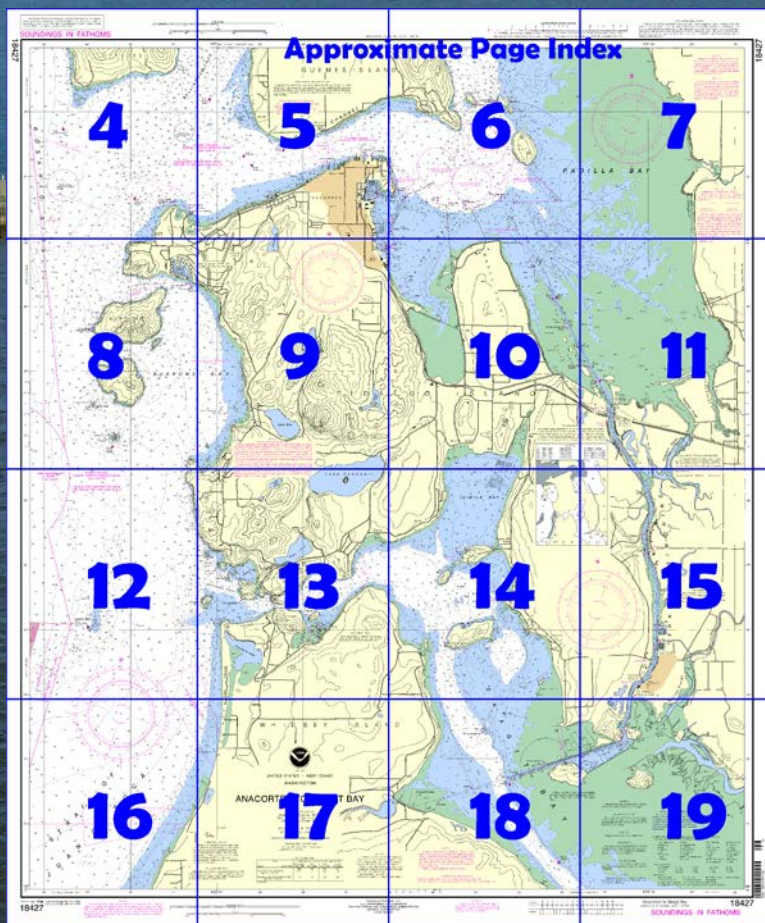


*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18427>.



### (Selected Excerpts from Coast Pilot)

**Deception Pass**, the impressive 2-mile passage between Whidbey Island and **Fidalgo Island**, provides a challenging route that connects the N end of Skagit Bay with the S end of Rosario Strait. Near its middle the width is reduced to 150 yards by **Pass Island**.

Deception Pass is used frequently by local boats bound from Seattle to Anacortes, Bellingham, and the San Juan Islands. The pass should be negotiated at the time of slack, since the velocity of the stream at other

times makes it prohibitive to some craft. However, many fast boats run

it at all stages of the tide. The pass is also used by log tows from the N bound to Everett or Seattle, which prefer this route to avoid the rough weather W of Whidbey Island.

Currents in the narrows of Deception Pass attain velocities in excess of 8 knots at times and cause strong eddies along the shores. With W weather, heavy swells and tide rips form and make passage dangerous to all small craft. (See the Tidal Current Tables for daily predictions.)

**Canoe Pass**, N of Pass Island, is not recommended except for small craft with local knowledge.

**Deception Island**, 1 mile W of Pass Island, is 0.4 mile NW of **West Point**, the NW end of Whidbey Island. A shoal which bares at low water extends 175 yards (160 meters) S of Deception Island. Foul ground extends 262 yards (240 meters) NW of West Point. The passage between these two hazards is 200 yards (183 meters) wide with a least depth of 2.5 fathoms and great care should be taken when navigating in this area. **Northwest Pass**, N of Deception Island, is the preferred route. The Northwest Pass channel is deeper, but narrows and follows close to Lighthouse Point; a light is on the point.

**Strawberry Island** lies almost in the middle of Deception Pass, 0.4 mile E of Pass Island. **Ben Ure Island** is 0.2 mile S of Strawberry Island at the entrance to Cornet Bay; a light is at the NE end of the island.

**Cornet Bay**, shallow and suitable for small craft only, indents the N end of Whidbey Island, in Deception Pass. A marina with a mooring basin is in the bay; the channel is marked by private daybeacons. The marina has about 85 open and covered berths at the floats, and electricity, water, ice, and marine supplies are available. Two marine service and repair facilities are W of the marina. A public small-craft facility with berthing and a launching ramp is E of the marina.

**Caution.**—Since logging is one of the main industries of the region, free-floating logs and submerged deadheads or sinkers are a constant source of danger in the Strait of Juan de Fuca and Puget Sound. The danger is increased during freshets, after storms, and unusually high tides. **Deadheads** or **sinkers** are logs which have become adrift from rafts or booms, have become waterlogged, and float in a vertical position with one end just awash, rising and falling with the tide.

**Deception Pass**, the impressive 2-mile passage between Whidbey Island and **Fidalgo Island**, provides a challenging route that connects the N end of Skagit Bay with the S end of Rosario Strait. Near its middle the width is reduced to 150 yards by **Pass Island**. A fixed highway bridge over the pass between Pass Island and Whidbey Island has a clearance of 144 feet at the center and 104 feet elsewhere. Overhead telephone and power cables 50 yards and 0.2 mile E of the bridge have a minimum clearance of 220 feet.

Deception Pass is used frequently by local boats bound from Seattle to Anacortes, Bellingham, and the San Juan Islands. The pass should be negotiated at the time of slack, since the velocity of the stream at other times makes it prohibitive to some craft. However, many fast boats run it at all stages of the tide. The pass is also used by log tows from the N bound to Everett or Seattle, which prefer this route to avoid the rough weather W of Whidbey Island.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Seattle

Commander  
13<sup>th</sup> CG District  
Seattle, WA

(206) 220-7001

# Table of Selected Chart Notes

Corrected through NM Sep. 02/06  
Corrected through LNM Sep. 05/06

**FLOUNDER BAY**  
Numerous private markers and piling mark the entrance channel.

**HEIGHTS**  
Heights in feet above Mean High Water.

**DECEPTION PASS**  
Boats should plan to make the Pass at slack water, as the velocity of the stream at other times makes passage extremely hazardous.

**WARNING**  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**NATIONAL WILDLIFE REFUGE**  
The areas labeled NWR (National Wildlife Refuge) are closed to the public to protect breeding colonies of seabirds, endangered and threatened species, and marine mammals. Boaters are requested to stay at least 200 yards away from these islands to avoid disturbance to these animals.

**CAUTION**  
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

**AUTHORITIES**  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

Shifting channels of one to two foot depths at mean lower low water exists across the mud flats from Skagit Bay to North Fork Skagit River.

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.


**SWINOMISH CHANNEL**  
The controlling depth was 6.4 feet for a width of 100 feet from Skagit Bay to deep water in Padilla Bay.  
JAN 2004 - MAY 2010

**RADAR REFLECTORS**  
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

**NOAA WEATHER RADIO BROADCASTS**  
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.  
Puget Sound, WA WVG-24 162.425 MHz

**NOTE D**  
The U.S. Coast Guard operates a mandatory Vessel Traffic Service (VTS) system in Puget Sound. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of this chart falls within the Vessel Traffic Service (VTS) system.

**NOTE C**  
Mariners are cautioned that the Washington State Ferries may deviate from the published standard routes due to inclement weather, traffic conditions, navigational hazards, or other emergency conditions. Standard ferry routes within the waters of the San Juan Islands are not displayed on this chart.

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:  
  
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.  
Covered wells may be marked by lighted or unlighted buoys.

**CAUTION**  
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:  
○ (Accurate location)    ◌ (Approximate location)

**Mercator Projection**  
Scale 1:25,000 at Lat. 48°26'  
North American Datum of 1983  
(World Geodetic System 1984)  
**SOUNDINGS IN FATHOMS**  
AT MEAN LOWER LOW WATER

**LOCAL MAGNETIC DISTURBANCE**  
Differences from the normal variation have been observed as follows:  
Southeast point of Guemes Island 14°  
Eastern shore of Burrows Bay 4°  
March Point 2°

**HORIZONTAL DATUM**  
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.632" southward and 4.614" westward to agree with this chart.

**POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**SOURCE DIAGRAM**  
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

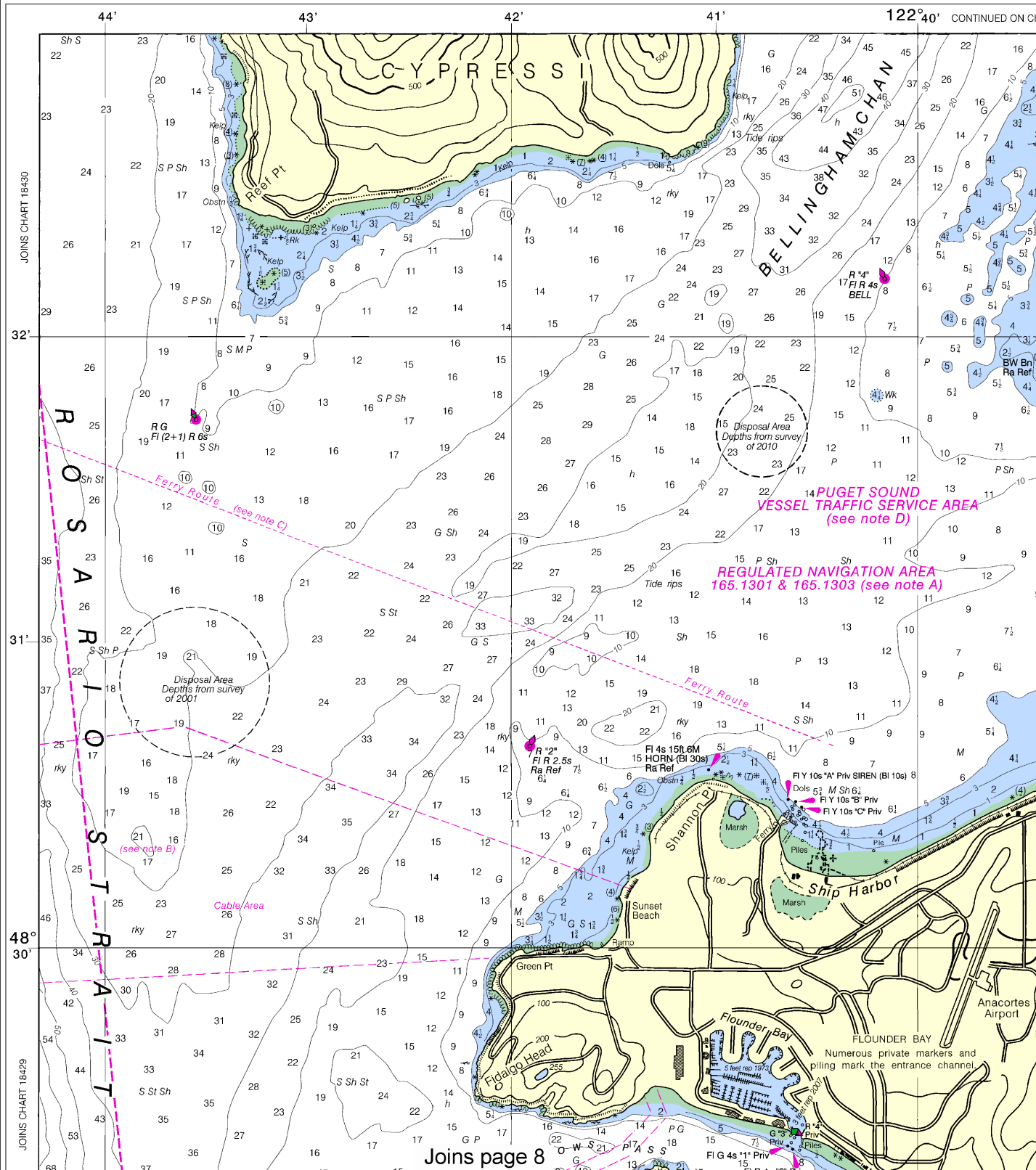
**COLREGS, 80.1390 (see note A)**  
International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

**LIGHTERING STANDARDS OF CARE**  
Lightering Standards of Care have been established for this area through the Harbor Safety Plan. These Standards of Care supplement existing regulations with good marine practices for lightering. If your vessel does not have a copy of the Lightering Standards of Care, you can download one at <http://www.marineexchangeusa.com> or contact (206) 443-3830.

TIDAL INFORMATION					
Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Yokeko Point, Deception Pass	(48°25'N/ 122°37'W)	feet 10.5	feet 9.5	feet 2.6	feet -4.5
Deception Pass St. Park, Bowman Bay	(48°25'N/ 122°39'W)	7.7	7.0	2.5	-4.0

(Jun 2005)

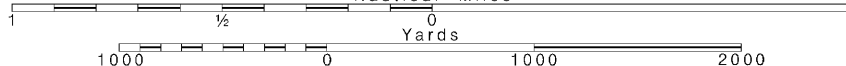
18427



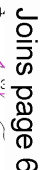
Joins page 8

Printed at reduced scale. ~~SCALE 1:25,000~~  
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.

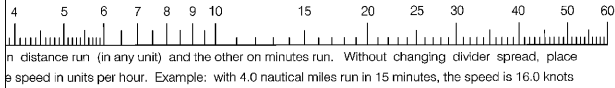


Joins page 9

# 5

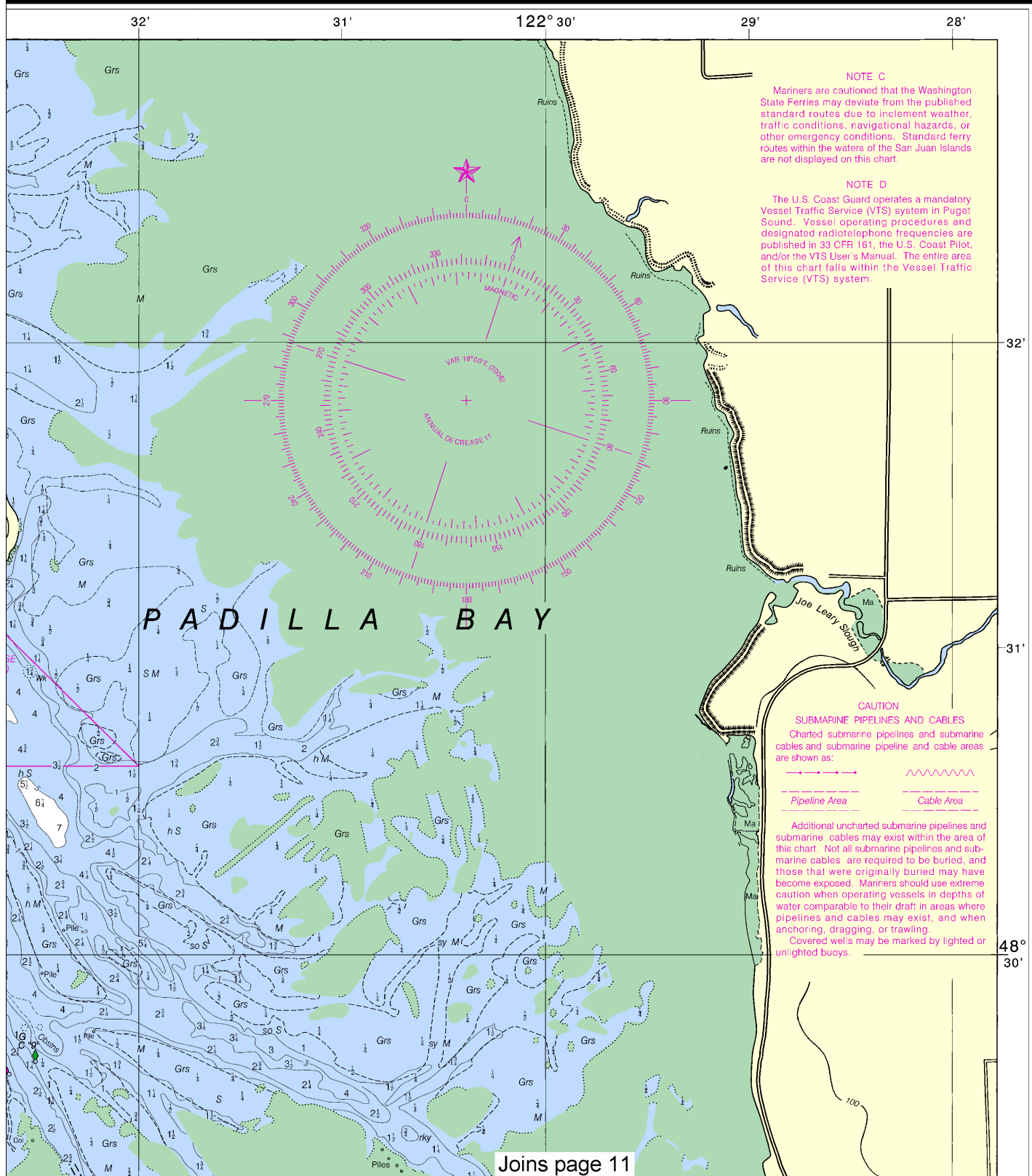


# LOGARITHMIC SPEED SCALE



## PRINT-ON-DEMAND CHARTS

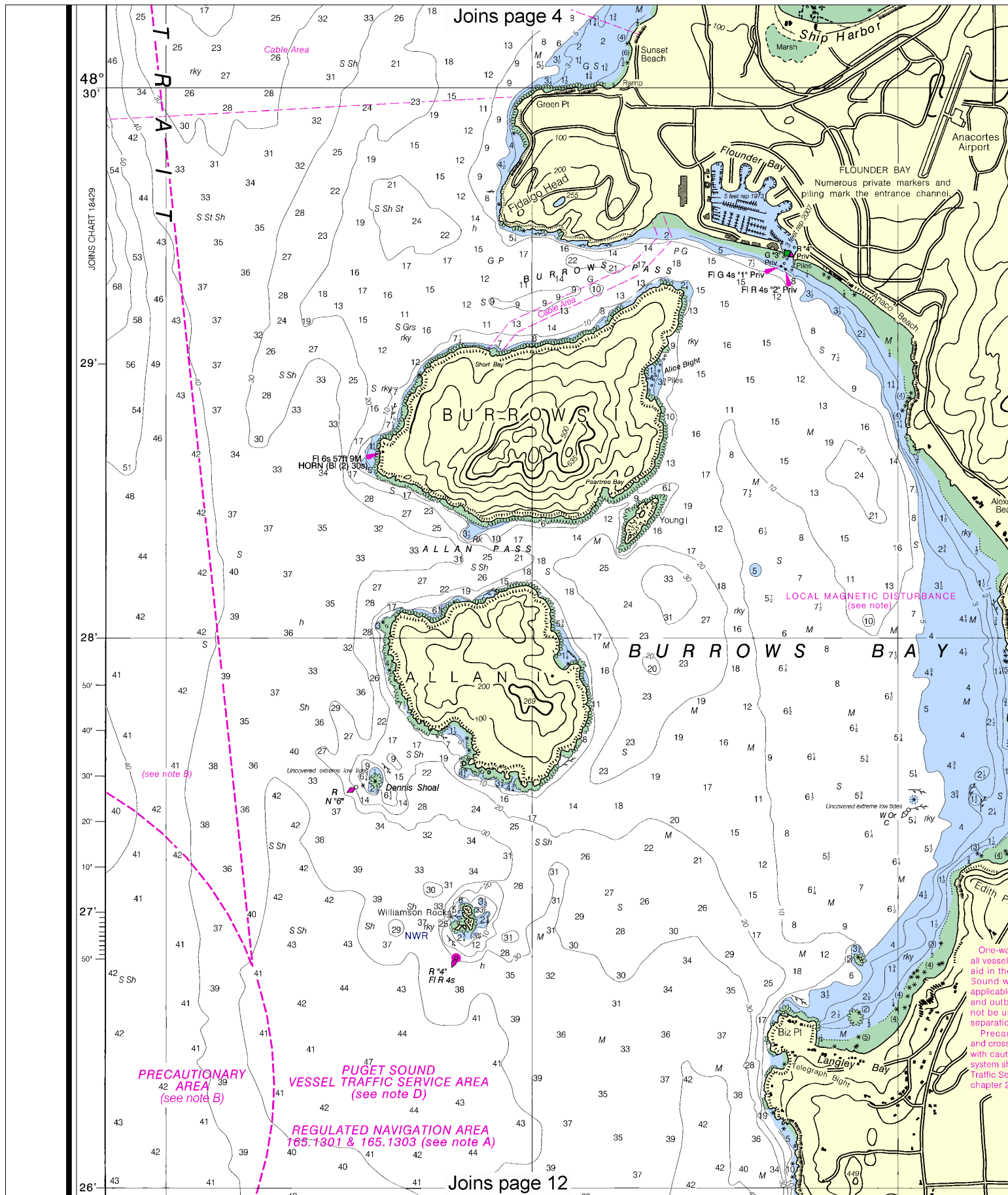
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

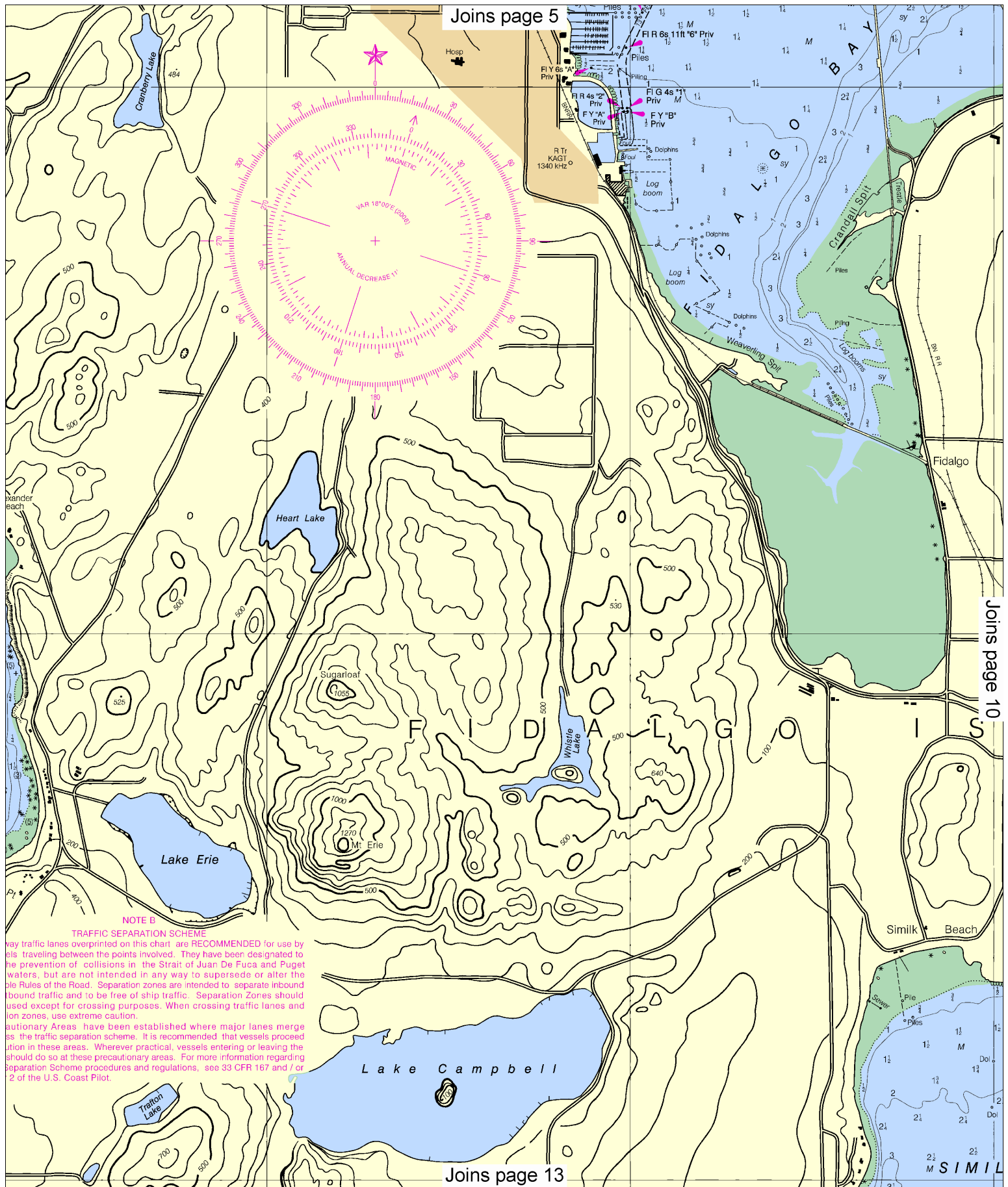


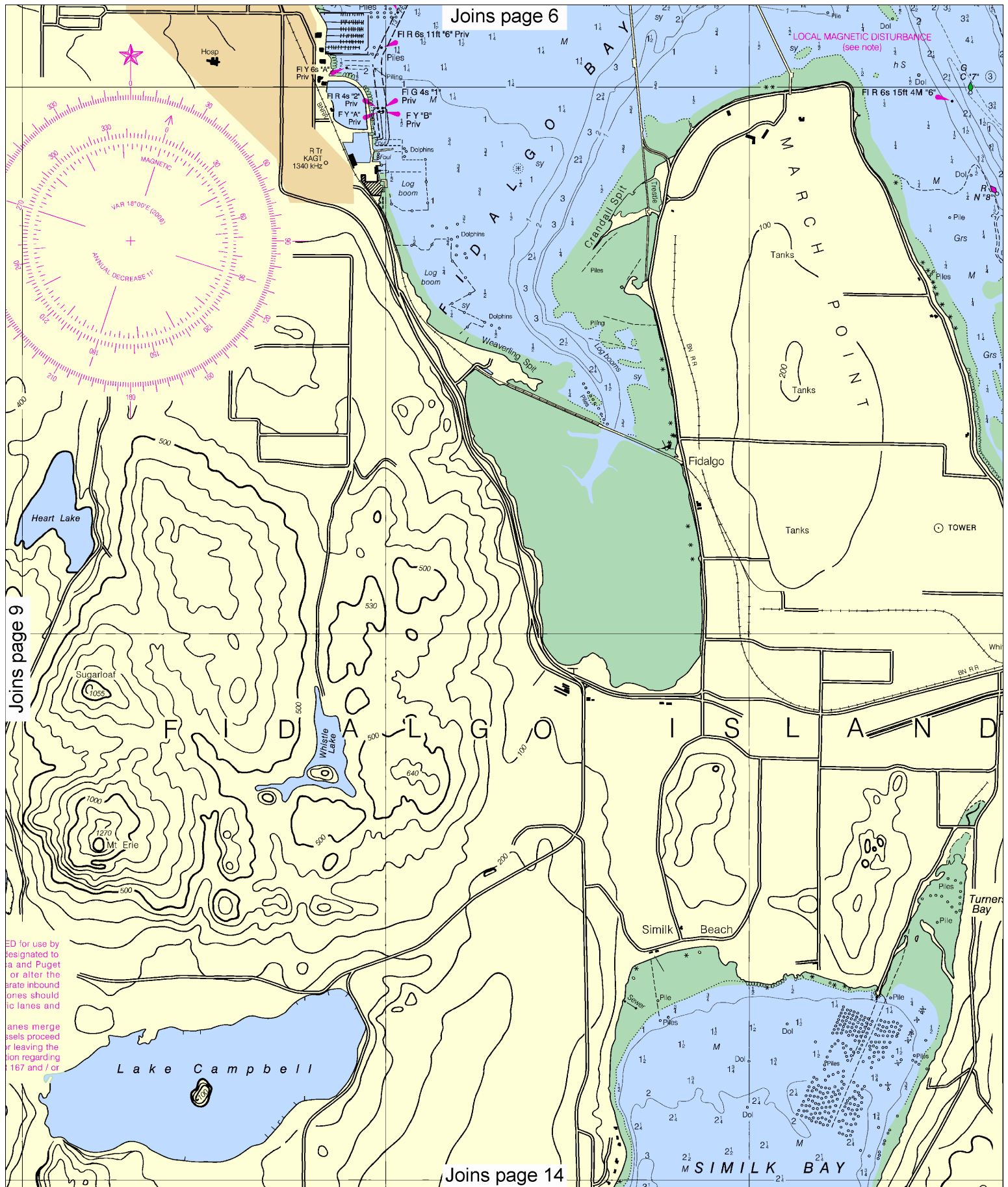
18427

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0213 1/8/2013,  
 NGA Weekly Notice to Mariners: 0513 2/2/2013,  
 Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.

7







10

Printed at reduced scale. SCALE 1:25,000

Nautical Miles

Yards

See Note on page 5.

those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

48° 30'

29'

28'

50"

40'

30'

20'

10'

27'

50"

26'

26'

26'

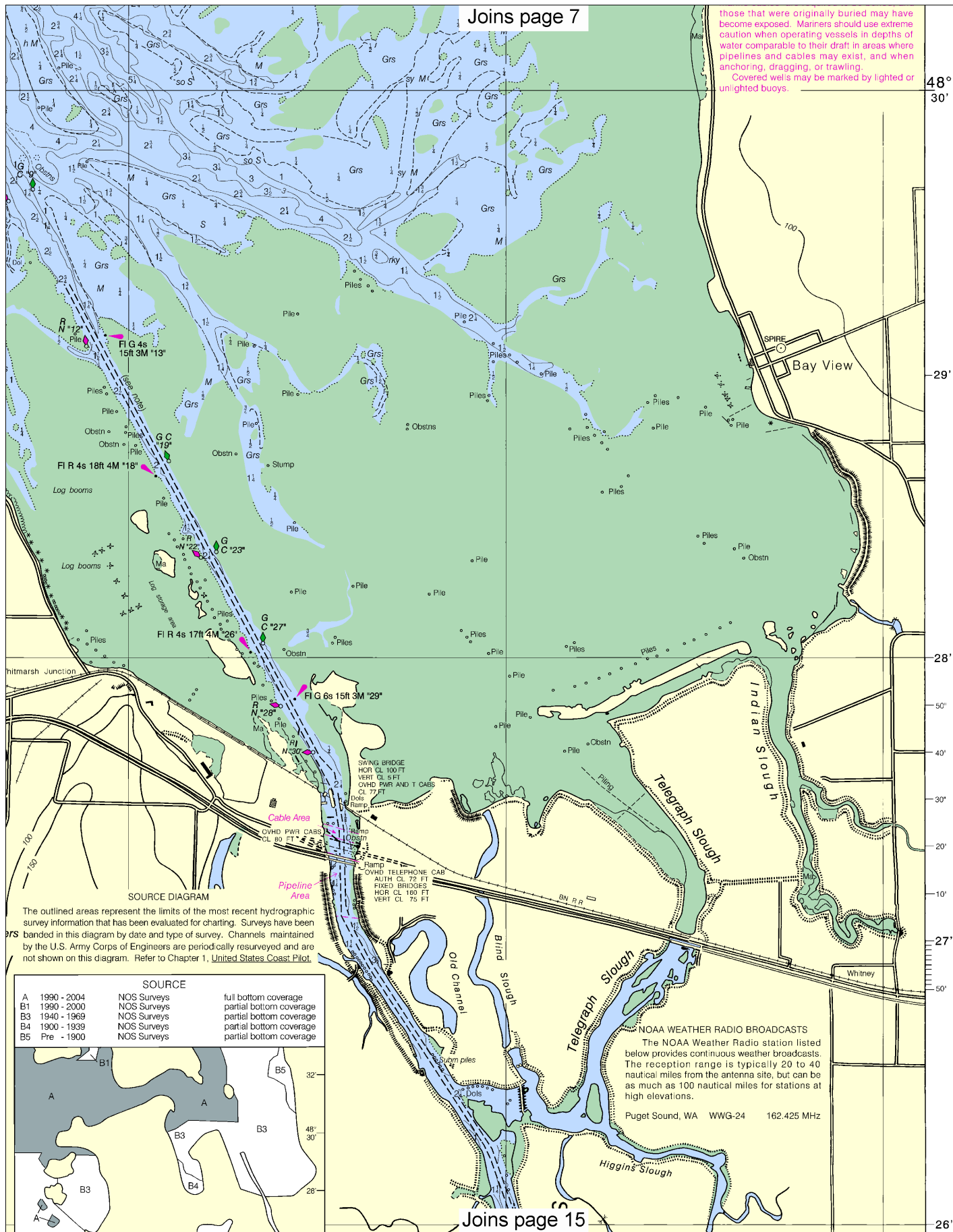
26'

26'

26'

26'

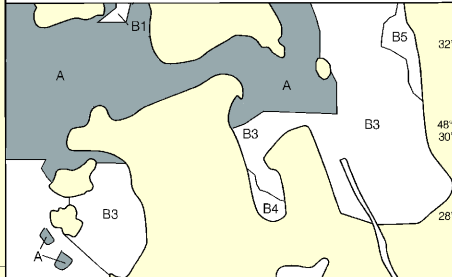
26'



The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

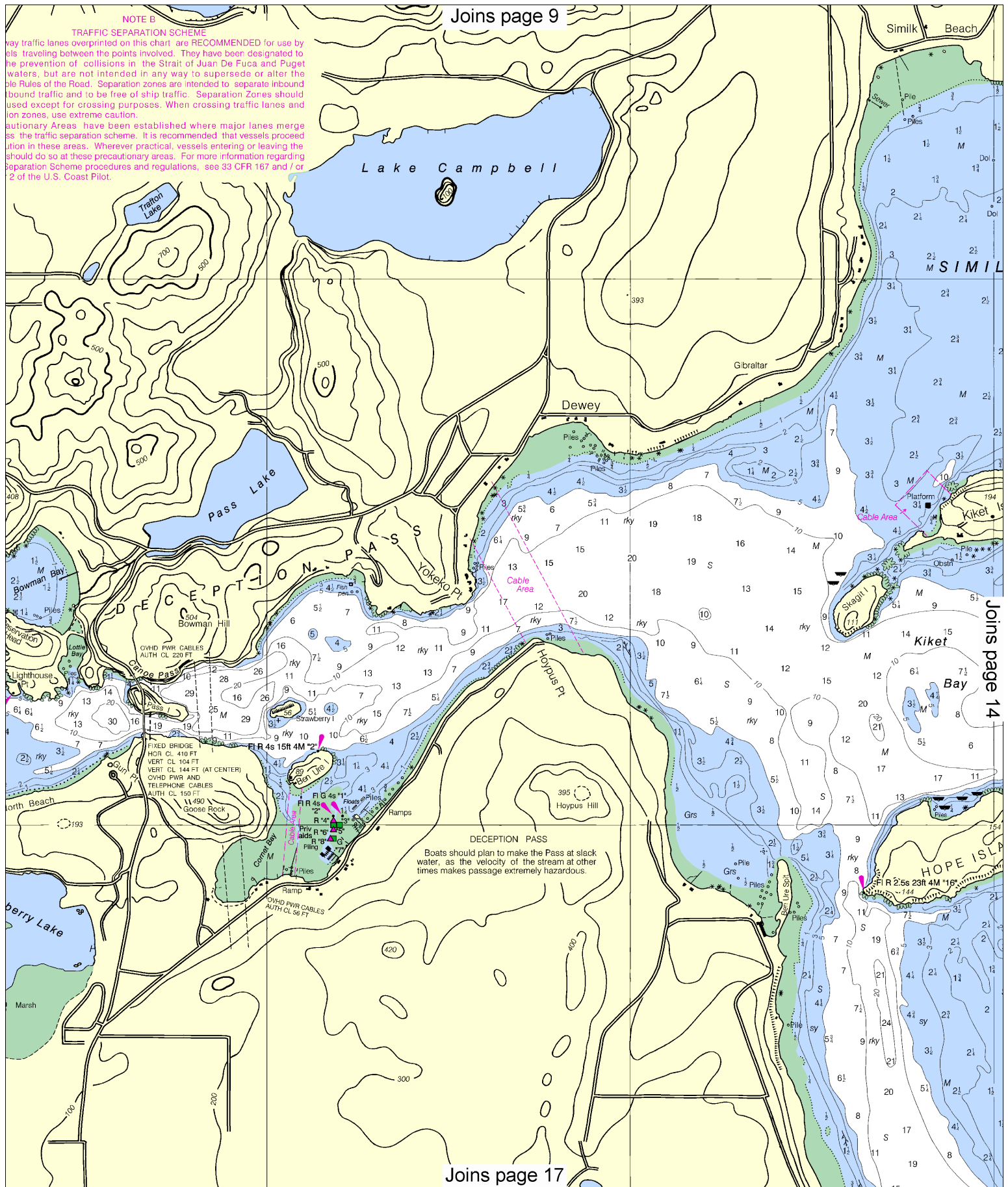
SOURCE

A	1990 - 2004	NOS Surveys	full bottom coverage
B1	1990 - 2000	NOS Surveys	partial bottom coverage
B3	1940 - 1969	NOS Surveys	partial bottom coverage
B4	1900 - 1939	NOS Surveys	partial bottom coverage
B5	Pre - 1900	NOS Surveys	partial bottom coverage



**NOAA WEATHER RADIO BROADCASTS**  
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.  
Puget Sound, WA WWG-24 162.425 MHz

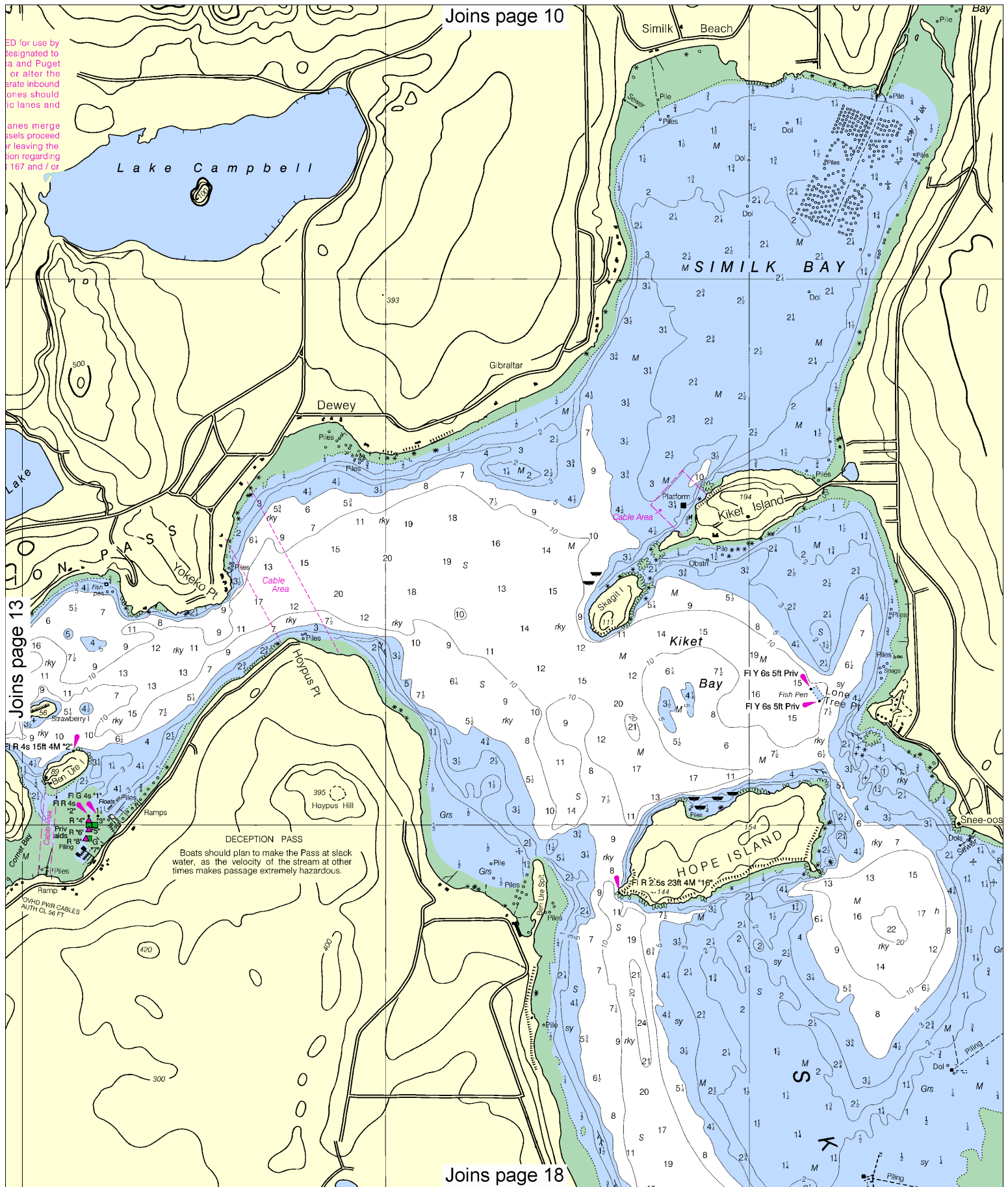




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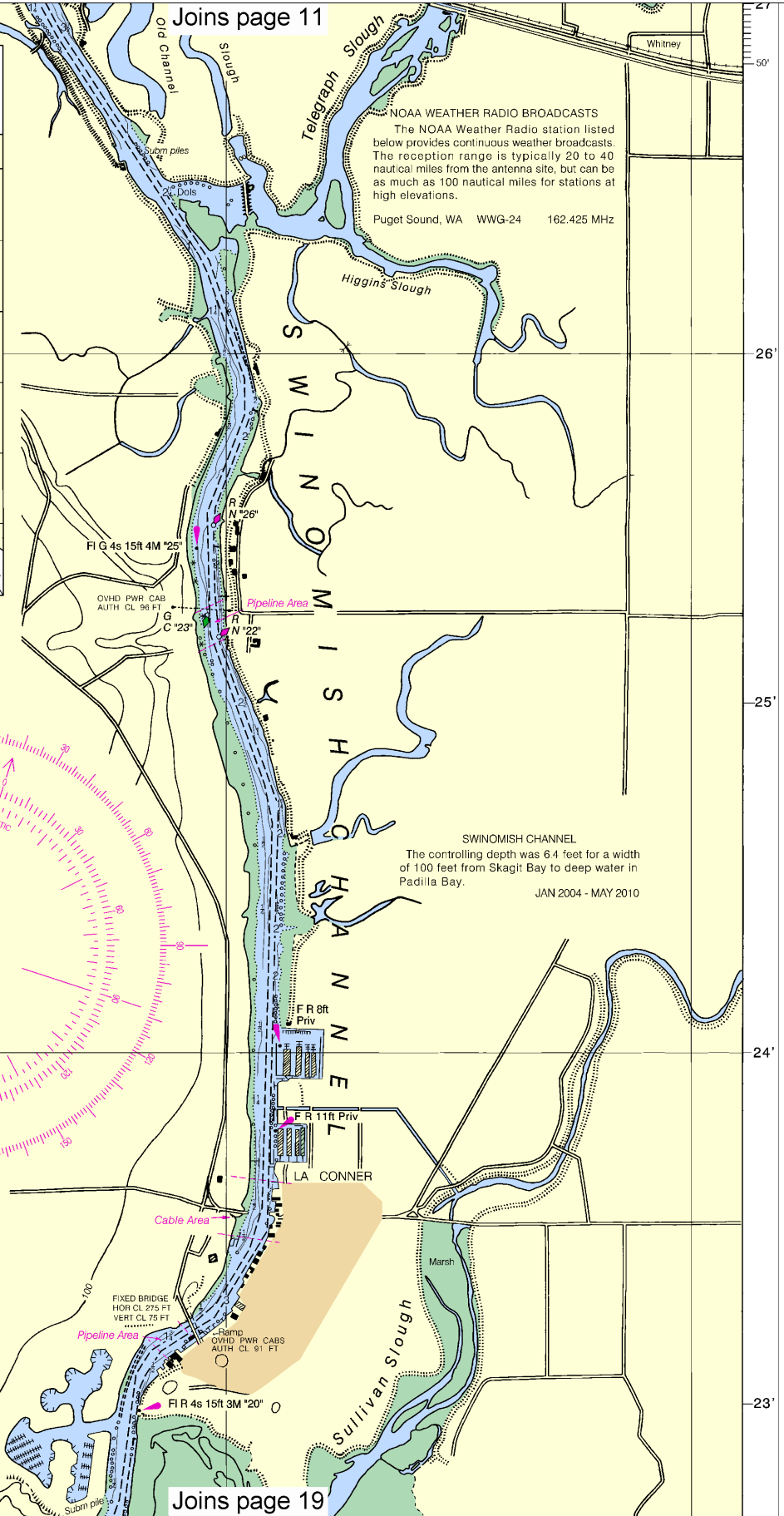
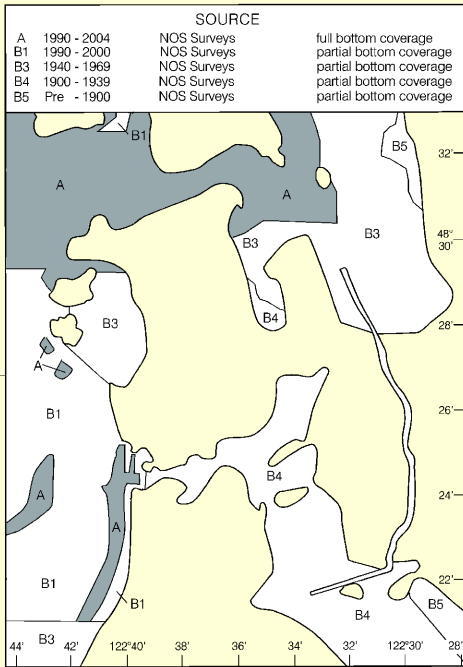
Joins page 14

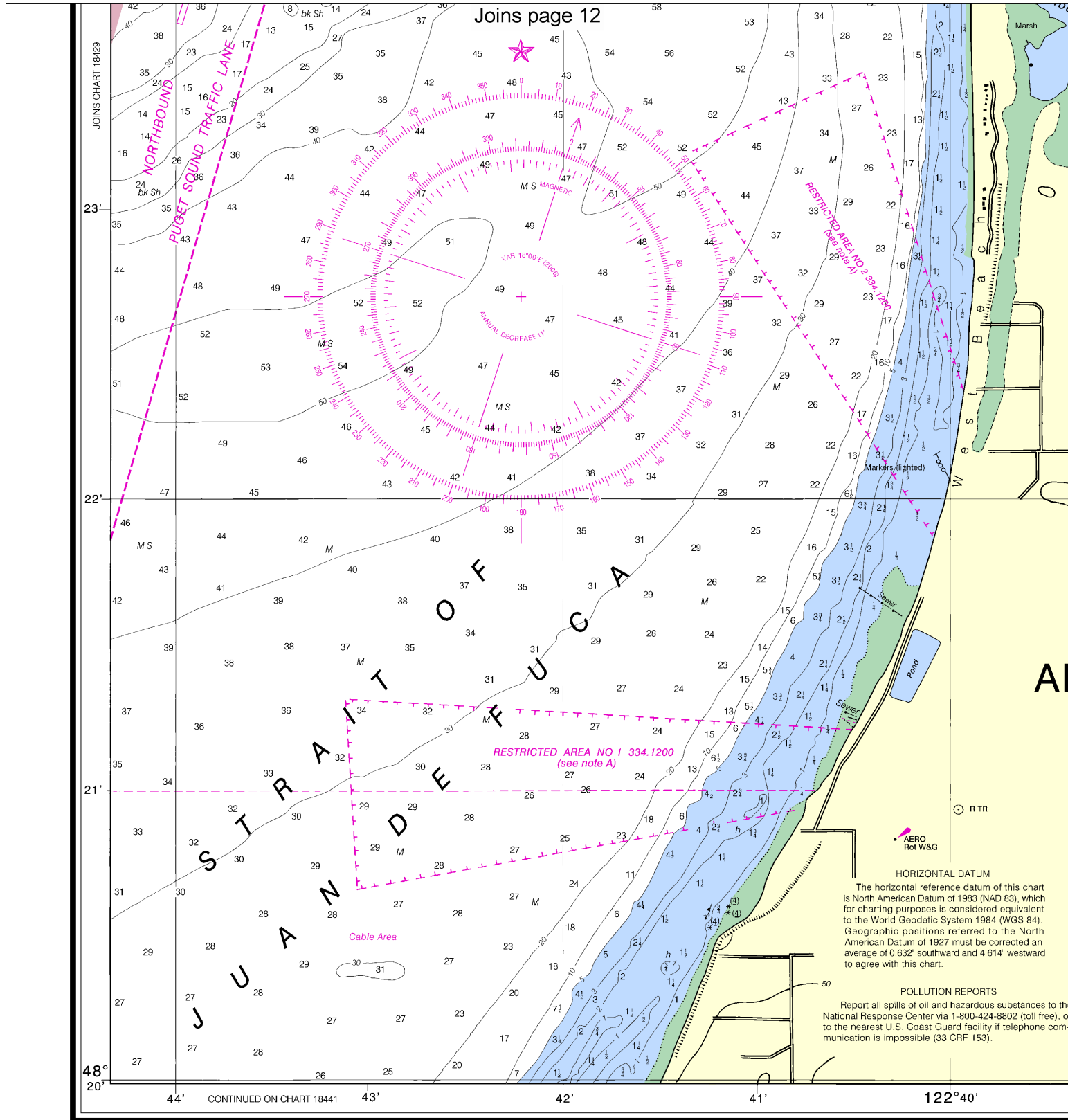
Joins page 17



by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

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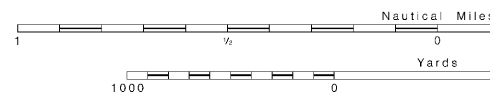




23rd Ed., Sep./06 ■ Corrected through NM Sep. 02/06  
Corrected through LNM Sep. 05/06

**18427**

**CAUTION**  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).



**16**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000



See Note on page 5.



UNITED STATES - WEST COAST  
WASHINGTON

# NACORTES TO SKAGIT BAY

Mercator Projection  
Scale 1:25,000 at Lat. 48°26'  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

SUPPLEMENTAL INFORMATION  
Consult U.S. Coast Pilot 7 for important  
supplemental information.

## TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet	Extreme Low Water feet
Yokoko Point, Deception Pass (48°25'N/ 122°37'W)	10.5	9.5	2.6	-4.5
Deception Pass St. Park, Bowman Bay (48°25'N/ 122°39'W)	7.7	7.0	2.5	-4.0

(Jun 2005)

## CAUTION

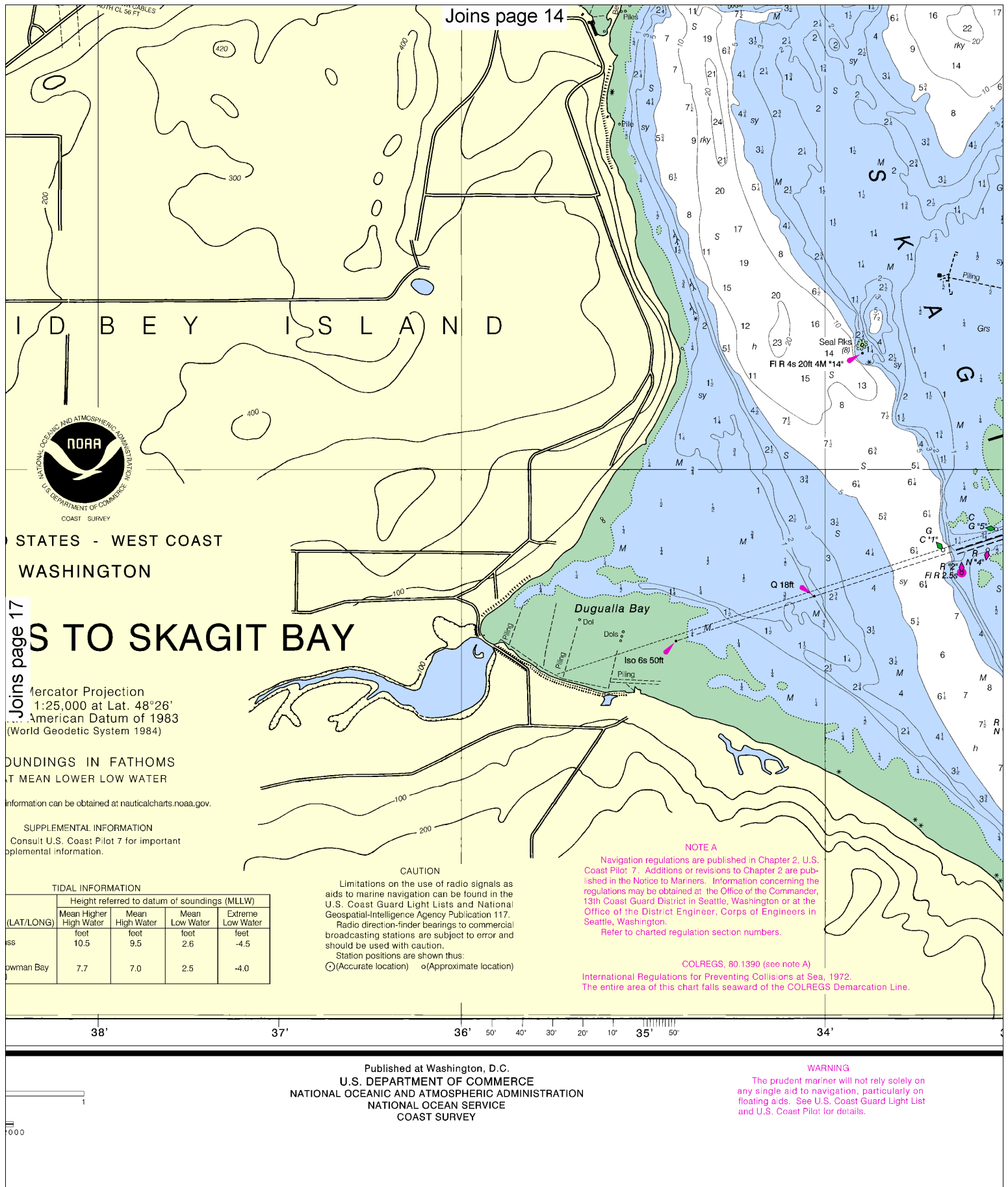
Limitations on the use of radio signals as  
aids to marine navigation can be found in the  
U.S. Coast Guard Light Lists and National  
Geospatial-Intelligence Agency Publication 117.  
Radio direction-finder bearings to commercial  
broadcasting stations are subject to error and  
should be used with caution.  
Station positions are shown thus:  
○ (Accurate location) ◐ (Approximate location)

**NOTE A**  
Navigation regulations are published in Chapter 2, U.S.  
Coast Pilot 7. Additions or revisions to Chapter 2 are pub-  
lished in the Notice to Mariners. Information concerning the  
regulations may be obtained at the Office of the Commander,  
13th Coast Guard District in Seattle, Washington or at the  
Office of the District Engineer, Corps of Engineers in  
Seattle, Washington.  
Refer to charted regulation section numbers.

COLREGS, 80.1390 (see note A)  
International Regulations for Preventing Collisions at Sea, 1972  
The entire area of this chart falls seaward of the COLREGS

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

**WARN**  
The prudent mariner  
any single aid to naviga-  
floating aids. See U.S.  
and U.S. Coast Pilot for

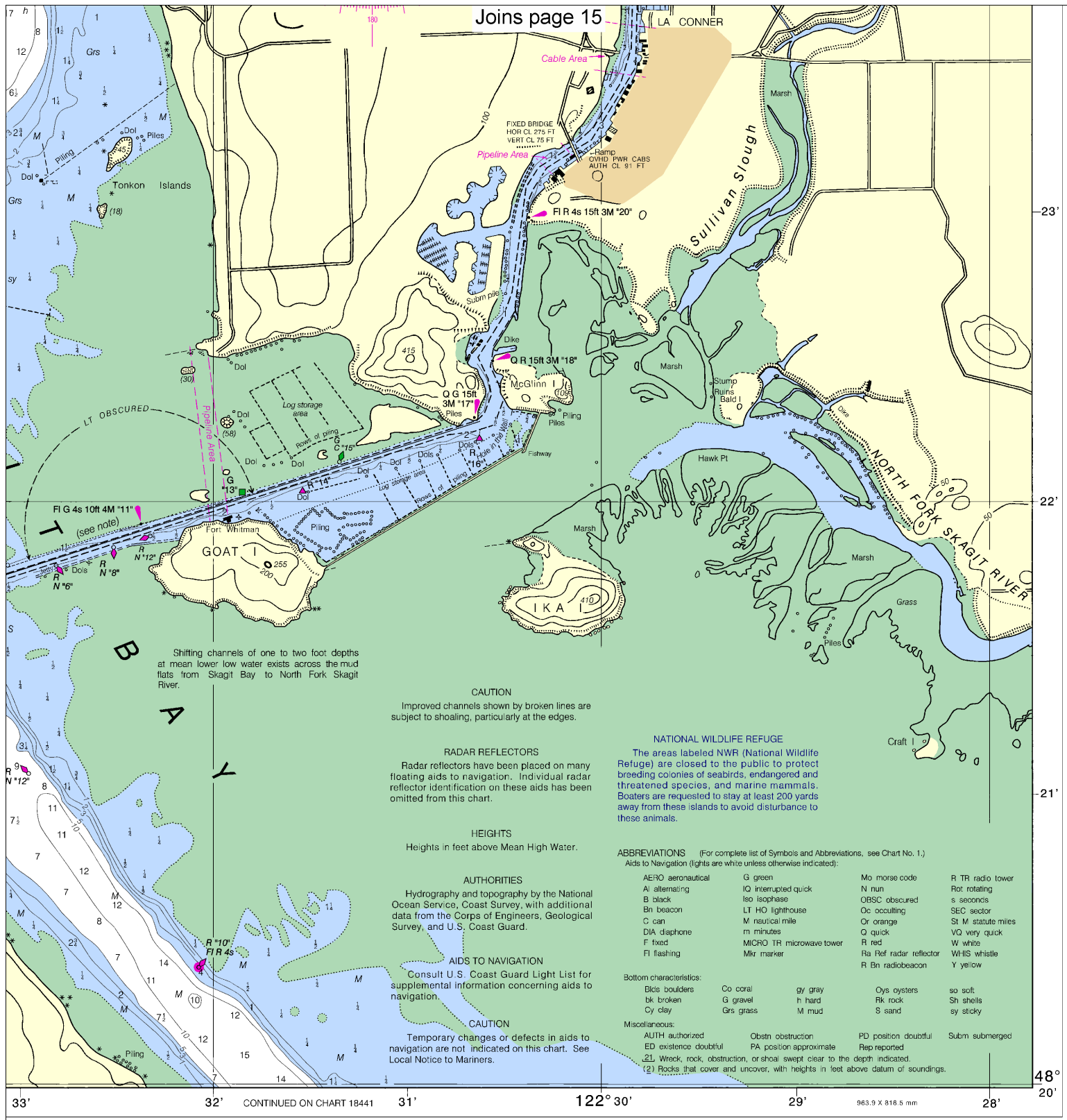


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000



See Note on page 5.



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Anacortes to Skagit Bay  
SOUNDINGS IN FATHOMS - SCALE 1:25,000

SOUNDINGS IN FATHOMS

18427

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## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Online chart viewer	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html">http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker